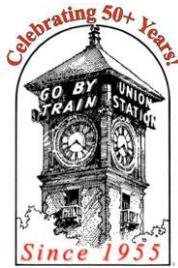


The

February 2015

ISSUE N^o 631



Trainmaster

The Official Publication of the
Pacific Northwest Chapter of the
National Railway Historical Society
Portland, Oregon



www.pnwc-nrhs.org

THE 1939 BIRTH OF A SHOP GOAT FOR BROOKLYN

By Martin E. Hansen



Brooklyn Shops No. 208 (Martin E. Hansen Collection)

When Southern Pacific would wear out one of its shop goats stationed at one of the SP roundhouse facilities on its system, the call would go out to Sacramento for a “new” one.

Such was the case in 1939 when the shop goat in service at the Brooklyn Shops in Portland, Oregon was in need of a replacement. The Brooklyn Shops had been using SPMW No. 566 a 0-6-0T originally built in 1882 as a 2-6-2T and converted to a shop goat in 1917.

All the Sacramento Shop forces had to do was to go out to the rip track and pick out an old 0-6-0 that had enough boiler and running gear life left in her to make her worthy of the conversion. In this case SP No. 1079 was chosen as the “donor” for this conversion.

By August 15, 1939 the conversion was completed and, as we see in the picture, SPMW No. 208 was born! This photo shows her at Sacramento just as she is being readied for her trip up north to Portland. Her tender has been discarded and a new set of saddle tanks has been created to hold water in the front and oil in the rear. This,

together with the new short cab, left the engine with great visibility for the crews when backing to couple onto engines that were being shuttled around the Brooklyn Shops. It also reduced the length of the shop goat so she could fit on the turntable at Brooklyn together with the engine she was shuttling.

Such is the story of where shop goats came from back in the days of steam.

(Photos from the Martin E. Hansen collection.)



SPMW No. 566



Davenport Locomotive SPMW No. 570

[Another Brooklyn Yard Goat is owned by PNWC. SPMW No. 570, is a 20-ton, 4-wheel end cab SN 2359 built by Davenport in August 1941. It was originally built for the U.S. Army as their No. 7706 and was used at Hammer Field, Fresno, California. It was purchased by SP in May 1948 for use at the West Oakland shops. It was sent by SP to the Brooklyn Shops on a date unknown. It was retired by SP in April 1959 and acquired from Dick Samuels by PNWC in 1991. A photo of the No. 570 working at Brooklyn is included in the Brooklyn Rail Yard ORHC exhibit.

Beginning sometime in 2015 this locomotive will be on permanent display at the entry way of the Oregon Rail Heritage Center.]

This article put together with appreciation to Martin by Arlen L. Sheldrake.

PEDESTRIAN BRIDGE

On December 23rd a 70-ton, 184-foot span was installed as part of a construction project to build a pedestrian and bicycle bridge over the Union Pacific Railroad tracks in Southeast Portland. The bridge connecting Southeast Rhine and Southeast Lafayette streets replaces one built in the early 1940s and torn down in July. Scheduled for completion in summer, the \$3.9



million project will feature elevators with glass cabs, bike gutters on the stairs and public art incorporating poetry by Cleveland High School students. The bridge replacement project is part of the Portland-Milwaukie Light Rail Transit project. **The Oregonian 12/25/2014.**

Article and Photo by Arlen Sheldrake

In Remembrance of Maxine (Broehl) Rodabaugh

June 11, 1924 – December 26, 2014



Maxine

Maxine was born in Idaho and moved to Portland at age 6, where she lived the rest of her life. She graduated from Franklin High School and Oregon State Univ. At age 14 she joined Sunnyside Methodist Church and was a very active member until her death. In 1946 she married Carl Rodabaugh who passed away in 1999.

Maxine was very active in PTA, Cub Scouts, Girl Scouts, 4-H, AFS, United Methodist Women, Church Women United, National Railway Historical Society and sang in both the Cherrywood and Sunnyside Church choirs. In 1975 Maxine led the family in hosting an exchange student from Barbados, Vashti. During several summers they hosted students from Japan. She also took under her wings 3 families Sunnyside Church sponsored from Laos, Cambodia and Ukraine.

Maxine is survived by her children; Peter (Valerie), Dale, Janet (Brent) and Vashti; grandsons Owen (Tiffany) and Devon; and sisters Eileen (Richard), Audrey and Fern (Lou); nieces, nephews and her good friend Bud.

A memorial service was held at 1pm Saturday, Jan 17, 2015, at Sunnyside United Methodist Church, 3520 SE Yamhill St. Portland, OR 97214. Contributions may be made to the church, Sno-Cap Community Charities or a charity of your choice.

Mom, Grandma, Big Sister, Aunt, Friend, you are loved and will be dearly missed.

This obituary was kindly provided by daughter Janet. The Rodabaugh family has deep roots in the Pacific Northwest Chapter. Maxine has been a member since 1988 and was quite active as Chapter Treasurer for five years in the early 1990s, Chapter membership chair for multiple years in the early 2000s, excursion planning and did *Trainmaster* distribution during the latter 2000 years. Maxine received the Chapter's Jack Holst award on 2001. Carl joined around 1982 and was very involved in working on rolling stock and helping plan excursions back when we did 800 passenger trips. Daughter Janet joined the Chapter in 1984 and was very active with car hosting and planning for various excursions. Son Pete also joined the Chapter in 1984 and has been and continues to be very active with the Chapter rolling stock.

Chapter members attending Maxine's service included Bob Jackson, George Mickelson, Keith Fleschner, Mark Reynolds, Ed Berntsen, Phil Barney, George & Jean Hickok, and Arlen Sheldrake.



Maxine and Pete

Brooklyn Roundhouse Beams Still Live

by Jim Fitzgerald

Located in Yachats on the beautiful Oregon Coast at 348 Highway 101 North is the Yachats Farm Store and Brewery. On a recent visit and conversation with the owner he mentioned that some of the woodwork in their new facility came from the Brooklyn Roundhouse as it was being torn down.

Nathan Bernard, one of the owners, got the beams from the Brooklyn Roundhouse through a friend in the salvage business that bid and won a package of beams, complete with metal attachments. I believe he said they filled four log trucks. The beams were 16 X 8 inches and 30 feet long. He has done all of the woodworking on the old roundhouse beams, and they are in use all over his Yachats Farm Store and Brewery. Many of the beams have been cut down to more reasonable sizes for the construction of the facility, but the bar wood looks to be of original size and exhibits marks from the construction as it existed in the Brooklyn Roundhouse in SE Portland.



on Highway 101 in Yachats

The Farm Store deals in local farm products, wines, beer, and food. To further research the place, visit yachatsfarmstore.com and Google search "Yachats Farm Store". They also feature live music on weekends. They will, once all the red tape paperwork is done concerning permits, etc., be brewing their own craft beer.



Nathan Bernard

In the photo of Nathan, you can see the variety that is available now, and it varies often. In that photo you can also see the bar made from Brooklyn Roundhouse beams. Note the black pattern to his left, undoubtedly from some appurtenance attached to it while in the Roundhouse.

I have given Nathan copies of photos that I took in the Roundhouse, and some enlargements taken during our

2005 NRHS Convention. He has said he will frame them in more remnant wood from the Roundhouse and display them in the building.



All of this wood is from the Roundhouse

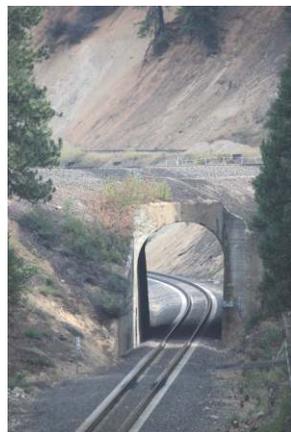
[Editor's Note: Author Jim Fitzgerald resides in Waldport, Oregon and has been a PNWC member since 2003. Each Holiday Express finds Jim working multiple shifts.]

AND THERE IS MORE

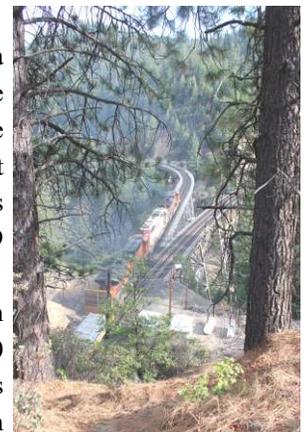
Text and Photos by Ken Vannice

Those of us who visited the Western Pacific Railroad Museum in Portola found that when we were done we had a few more hours of daylight. So we followed the UP (WP) tracks west. First we searched for the west portal of the Spring Garden Tunnel No. 35. We kind of found it but it was too far down see it much especially through the vegetation. We next went looking for the Williams Loop used to maintain a 1% grade. It was clearly visible from Highway 70/89 which crosses the tracks nearby.

We continued on to our main destination, the Keddie Wye. The track from Oroville in the west enters the wye through Tunnel No. 32 under Highway 70 which provides a perfect vantage point to view the wye. The leg to the left goes north to Klamath Falls. The leg to the right goes east to Portola. Both span a chasm formed by Spanish Creek. There is a leg between the north and east leg which is not



Williams Loop



Keddie Wye

visible because it goes through Tunnel No. 1 of the northbound track. Soon after we arrived we were treated with a northbound BNSF freight.



PNW SHORT LINES

by Arlen L. Sheldrake



While not a PNW item, the **Warther Museum** in Dover, Ohio would be worth a visit if you are in the area. The Museum is dedicated to Ernest Warther, the world's master carver. This amazing carver made some absolutely amazing steam locomotives. www.warthers.com.



The Greenbrier Companies, Inc. announced December 8th that it received new orders in its first quarter ended November 30, 2014 for 14,100 railcar units valued at \$1.24 billion. Orders for the quarter include small-cube covered



hopper cars for sand and cement transportation, boxcars, double-stack intermodal units, automobile carrying cars, gondolas and tank cars, both for crude oil and other commodity types. The Lake Oswego, Oregon headquartered company said that our strategy to diversify our product mix continues to pay off, with nearly two-thirds of the orders received being non-energy related. [One of Greenbrier's four railcar manufacturing plants is Gunderson located

in NW Portland.] **The Greenbrier Companies press release 12/08/2014.**

According to the Clark County (Washington) Railroad Advisory Board November 10th meeting minutes, **Portland Vancouver Junction Railroad (PVJR)** is continuing their search for a second locomotive and the railroad is on track for a record year, approximately 800 carloads. Volumes continue growth with shippers: Andersen, Canfield, Food Express, Linde Gas and truck/rail transload. The Clark County Railroad Advisory Board studies ways to improve the economic stability of the railway and explores recreational opportunities and other types of uses of the rail line. Appointed by the Board of Clark County Commissioners, the 15 member advisory board represents a variety of interests. [Tom Smith, PNWC member, has been on the board for a number of years. His current term expires 3/21/2016.] Clark County owns the 33-mile Chelatchie Prairie Railroad; PVJR operates between Rye Junction and Battleground and interchanges with BNSF at Rye Junction; the Battle Ground, Yacolt & Chelatchie Prairie Railroad Association (BYCX) operates between Battleground and Chelatchie offering excursion service out of Yacolt.

The Friends of the Joseph Branch (FJB), which operates the Eagle Cap Excursion Train, has asked the Wallowa-Union Railroad Authority (WURA) for permission to extend runs in 2015 beyond Minam to the city of Wallowa. Train runs start from the new depot in Elgin. Before making a decision, the WURA board will determine what the necessary upgrade costs are for the tracks between Minam and Wallowa. **Wallowa County Chieftain December 21, 2014.**

The **Joseph Branch Railriders** will open their second season of operation in May. The unique railrider unit has four wheels that straddle the rails, two recumbent seats, and bicycle pedals that propel the unit. The trip from Joseph takes about 2 hours to complete, with the ride from Joseph to Enterprise requiring only easy pedaling. The 1.5% grade means there is little more energy expended as you pedal back to Joseph. A guide accompanies each trip and a motorized unit will aid your return, as needed. Riders are welcome to use the transit system's shuttle or return by private vehicle. Each unit carries two people. Helmets are furnished and you are encouraged to bring drinking water. More information: jbrailriders.com



Back in December 1917, in the tiny town of Tyler, Washington, where the high desert meets pine forest roughly midway between Sprague and Spokane, George Kenneth Lamphier was born. His parents had come west from Oklahoma 15 years earlier. After schooling in Tyler and nearby Cheney, George Lamphier hired on with the NP as a section gang laborer based out of Sprague. He eventually became known as "the Super Gandy Dancer" for his "unsurpassed knowledge of the maintenance and laying of more than 25,000 miles of track" while holding assignments throughout the NP/BN system. Thirty of his 48 years in railroading were spent in Fargo, North Dakota, and St. Paul, Minnesota. George completed his career as BN's Director of Track Maintenance in 1984, and he and his wife Juanita retired to Spokane. Following George's death in December 2009, it was said that he always considered Sprague to be his hometown. So it was more than fitting that the name Lamphier was given to the new 2.21 mile siding that BNSF crews laid just east of Sprague during 2014. The project was part of the roughly 20 miles of extended siding or second main track that BNSF added to its Lakeside Subdivision (Spokane-Pasco) in 2014. From an operating and engineering perspective, George



Lamphier would be pleased with where his siding got placed: near the top of the first in a series of 1% grades that rise eastward from Sprague in stair-step fashion. Extracted from **Railway Age 12/08/2014** article *Signals lit for Lamphier and company* by Bruce E. Kelly.

The Island Corridor Foundation's plan to re-start passenger rail service on Vancouver Island, British Columbia is now in the hands of the British Columbia Safety Authority. Passenger rail service was suspended in 2011 due to unsafe track conditions. The service could be re-started with C\$21 million of funding if the upgrade and business plans are found to be viable. **Island Corridor Foundation News 12/22/2014**, www.islandrail.ca.



Santa was really kind to me this year with a gift of the new Jeff Asay book **Union Pacific Northwest, A Revised and Expanded history of the Oregon-Washington Railroad & Navigation Company** published by the Union Pacific Historical Society. This book was first published in 1991; with this 2014 edition the author has added many more pictures and 150 pages. This is an amazing hardbound 496 pages that belongs in every Pacific Northwest rail fan's library. www.uphs.org. This book is also for sale at the Oregon Rail Heritage Center gift shop.

The Port of Benton (Washington) awarded a contract for up to \$1.3 million December 20th to MJ Hughes Construction of Vancouver, Washington to replace the 200' wooden railroad bridge over Richland's Columbia Park Trail. The steel portion of the bridge will also be remodeled to hold heavier loads. The Port is paying for the project using a \$2.3 million state grant. The Port of Benton owns about 15 miles of rail line that goes from Columbia Center Boulevard to Horn Rapids Road. The line was built in the 1950s and provides access to Hanford and industrial properties owned by the Port and the city of Richland. Tri-City & Olympia Railroad leases the track and maintains it. **Tri-City Herald 12/20/2014**. Hanford's Southern Connection rail line is a 12-mile section of railroad through Richland in Benton County completed in 1950 in order to provide a second, and more secure, railway line into the Hanford Engineer Works site (later called the Hanford Nuclear Reservation). Before 1950, Hanford had been served by only one rail line, which entered from the northwest corner and connected with an internal line. As the Cold War developed in the late 1940s, Hanford authorities determined this sole rail access was too vulnerable to disruption or sabotage. So they negotiated an agreement to build a new southern track to connect Hanford's rail lines to the main freight lines of the Union Pacific and Northern Pacific railroads south of Richland. Construction began in 1949 and was finished ahead of schedule in 1950. Soon the new line was handling all



*The Free Online Encyclopedia
of Washington State History*

Hanford rail traffic. In 1998, after operations at Hanford had wound down, the Southern Connection was transferred to the Port of Benton, which leased it to the Tri-City & Olympia Railroad Company. The line continues to operate as a freight service for Richland industries. Extracted from **History Link File #10804**, *The Free Online*

Encyclopedia of Washington State History.

As follow-up to last month's Skookum article, long time 4449 volunteer **Gary Oslund** relates that his father Stanley ran a salvage company that scrapped the Deep River rails in 1955 isolating the Skookum. Stanley Oslund's company also scrapped the Carlton & Coast Railroad. Gary notes that his father would take jobs that Schnitzer Metals didn't want. Gary began working on the 4449 in 1975 and continues to contribute his expert welding skills.

The historic train depot was found inside an Ashland house. Barricaded behind weather-beaten boards and, until recently, shrouded by towering cottonwood trees and 10-foot-tall blackberry bushes is the city's first train depot. Built in 1884 by the Oregon and California Railroad Company, the structure's survival remained a secret until this summer, when the property was sold by representatives of the third generation of the family that lived inside. The new owners had no idea what was behind the wooded façade. In the 1960s the depot was moved from the rail yard to this nondescript lot about three miles away. The first move was in 1888 when it was moved to accommodate a larger depot and hotel building and it was relegated to being a freight depot. The new owners, the Ashland Zen Center, intend to reclaim everything they can, sell items of interest and value to builders and collectors, and recycle the rest. **OregonLive 1/2/2015 & Bob Melbo**.

With the stroke of a pen President Barack Obama on December 19th signed legislation creating a long-planned park in the states of Washington, New Mexico and Tennessee that will tell the story of how the first atomic bombs were created during World War II. The Manhattan Project National Historical Park requires that sufficient land or interests in land be acquired from eligible areas that include Oak Ridge, Los Alamos, and Hanford. The National Park Service will interpret the sites for the public; the U.S. Department of Energy is responsible for ensuring safety, environmental remediation and historic preservation of its Manhattan Project properties, and access to the properties. [The DOE has already preserved some of the railroad assets that were instrumental in the Hanford operations.] **The Oregonian 1/4/2015**.



On January 2nd Kami Horton, a Oregon Public Broadcasting producer, with cameraman visited the Oregon Rail Heritage Center to get some railroad shots to possibly include in the OPB special she is producing about the DeAutremont Brothers October 11, 1923 hold up of Southern Pacific Railroad train No. 13. Kami expects her special to air sometime in 2016 and will give me some advance warning.



The newly constituted **Railfan & Railroad** magazine features a greatly expanded Railnews section. The January issue has a nice Oregon Coast Scenic Railroad picture. “Please send your timely news stories for consideration directly to one of our news correspondents (selected entries)”:

- Alaska Railroad, Daniel Sheets, aarnews@railfan.com
- BNSF Railway, Sayre Kos, bnsfnews@railfan.com
- Passenger and Commuter, Otto M. Vondrak, otto@railfan.com
- Regionals and Shortlines – West, Garland McKee, westshorts@railfan.com
- Steam Preservation, John Biehan, steamnews@railfan.com
- Union Pacific, Kevin Snyder, upnews@railfan.com

Changing of the “guard” at Yaquina Pacific Railroad historical Society: On January 16th President-Elect Ralph Grutzmacher assumed the Presidency of the Toledo, Oregon based organization. Bill Bain, after serving as President for 12 years is retiring. Bill has been a NRHS member for a long time, first joining PNWC in 1970, then moving on to the Columbia River Chapter, then to Yaquina Pacific. Bill served as PNWC president for two terms, 1977 and 1978, and returned to PNWC membership in 2013 while continuing to reside in Newport. [I find it interesting that Bill is the former Mayor of Newport, Oregon and Ralph is the former Mayor of Toledo, Oregon.] **Bill Bain email 1/8/2015.**



Maybe too soon to plan a December trip, but for 2015 **Alki Tours** is offering Leavenworth Snow Train trips out of Seattle on December 5, 12, and 19. More information: alkitours.us.



Pembina Pipeline Corp. needs a simple zone change to build a small pipeline connecting land-based propane tanks to a floating dock less than 200 feet away. Pembina has inked a memorandum of understanding to lease a 40-acre riverfront site from the Port of Portland at its Terminal 6, located just across the Columbia River channel from West Hayden Island. Specially rigged trains would haul the propane in compressed liquid form from Pembina's Redwater Facility northwest of Edmonton, Alberta, Canada, directly to the port. From there it would get transferred to two giant propane storage tanks up to 140 feet tall. From there it would be transferred via an above-ground pipeline running along the shoreline about 2,000 feet. Then the pipeline would bend 90 degrees onto a trestle in the water, connecting to Berth 607, a former World War II Liberty Ship hull retrofitted as a floating dock. That last bend of pipeline is not allowed in an environmental overlay zone, through a truck or train loaded with propane would be allowed. **The Portland Tribune 1/13/2015.**



Opening in 2012, the **Oregon Rail Heritage Center** has hosted a whopping 59,010 visitors since opening a little over two years ago. The totals: 2012 (partial year) = 11,796, 2013 = 18,890, and **2014 =28,224**; an amazing effort by a lot of very dedicated volunteers. Got some spare time and want to engage the public and talk trains? Additional volunteers are welcome, contact volunteer coordinator Al Baker, orhc.volunteer.coordinator@comcast.net or visit www.orhf.org and click on “Get Involved”.



On January 15th BNSF Railway announced the details about major capital projects it plans to complete in 2015. North Region expansion projects (\$700 million) include:



- Continue to install double track on the Glasgow subdivision between Minot, ND, and Snowden, MT, located in the far western part of the state.
- Extend the siding on the Dickinson subdivision located between Mandan, ND, and Glendive, MT, and expand the terminal at the Dickinson yard to accommodate expected growth in single car volumes.
- Convert the entire Devils Lake subdivision, located between Minot, ND, and Grand Forks, ND, to centralized train control, which will improve capacity for freight operation while improving on-time performance of passenger trains.
- Complete implementation of centralized train control on the Hillsboro subdivision, located in eastern North Dakota. Upgrade connection track between the Hillsboro subdivision and the Devils Lake subdivision to permit faster train speeds.

BNSF Railway News Release 1/15/2015

The Baltimore Chapter, NRHS has announced that their March 21st annual banquet featured speaker will be **Doyle McCormack**, president of the Oregon Rail Heritage Foundation, a long time steward of Southern Pacific 4-8-4 4449, and owner/rebuilder of the Alco PA. Doyle will present a slide show on the rebuilding of his Alco PA and afterward will also discuss his experiences with the 4449, the American Freedom Train, the Oregon Rail Heritage Foundation and other rail preservation projects. **Railway Preservation News 1/17/2015** posting.



From May through October on the third Saturday, you will be hearing a steam whistle along Portland's waterfront and north to the Columbia River but it won't be a steam locomotive.....the Oregon Maritime Museum is steaming up the sternwheeler *Portland* for trips on these Saturdays. These 4-hour trips are open to the public; trip and ticketing information can be obtained at: www.oregonmaritimemuseum.org. **The Port Quarter winter 2015 newsletter.** The *Portland* was built by Northwest Marine Iron Works for the Port of Portland and was delivered August 29, 1947. It is the last steam powered sternwheeler tug boat to be built in the USA and is the last operating sternwheeler steam towboat in the USA. Bob Slover, who heads the OR&N 197 steam locomotive restoration effort, also volunteers working on this

boat's steam engine.

The Big & Awesome Bridges of Portland & Vancouver, *A Book for Young Readers and Their Teachers* is out and distributed. Printed at Bridgetown Printing in Portland, the 240-page hardcover book is printed on 100 pound paper with a special reinforced spine to survive school use. 4,400 books have been distributed to Portland Public Schools with additional books headed to Vancouver and Evergreen School Districts. The primary book target is the third grade social studies curriculum that since implementation in the 1950s hasn't had a book resource. A regional resource featuring 22 big river railway and roadway bridges between Vancouver and Oregon City, with a 19-page bridge building and load-testing unit. The Oregon Historical Society Museum Store is the exclusive retail outlet. Portland's "Bridge Lady", Sharon Wood Wortman and her husband Ed are the authors.

A group of businesses including Cedar Grove Composting are proposing to build a short line rail loop on Everett's Smith Island. The plan submitted to the city of Everett calls for turning part of the island into a 61-acre railroad terminal with a 1.8 mile-long loop track connected to the BNSF mainline. The terminal, a \$7 to \$8 million project, will be overseen by an entity called Smith Island Terminal LLC, which is a partnership between Cedar Grove, Concrete Nor'west, Northwest Construction Inc., and other local property owners. Cedar Grove would like to ship compost by rail to Washington's burgeoning wine industry; in 2014 it processed 134,000 tons of compost. **Herald Net 1/19/2015.**

Sound Transit has been awarded a \$1.33 billion federal loan by the US Department of Transportation to fund the expansion of Seattle's light rail network. The Transportation Infrastructure Finance and Innovation Act loan will be used to build the 23.3km East Link light rail line which will connect the existing Link light rail line in the city center with Bellevue and Redmond. **International Railway Journal 1/20/2015.**



Bridge Operator (IBEW) – BNSF Railway - Vancouver, Washington

Duties/Responsibilities: Operate and maintain railroad drawbridges. Requires communication by telephone, two way radio, lifting or swinging of drawbridges for safe passage of vessels or trains accordingly.

Safety: Comply with company and federal safety rules, policies and procedures to include wearing required safety equipment, responding to safety concerns and taking appropriate action. May be required to handle hazardous materials.

Direct Marine and Railroad Traffic: Direct marine and railroad traffic, raising and lowering the Lift Bridge as needed, coordinator with Maintenance of Way gangs and B&B personnel. Protect personnel/equipment during train movement.

Communication: Operate railroad radio, marine radio, and phones. Communicate with personnel as needed for proper train movement. Salary Range: \$28.40. Anticipated Start Date: 3/16/2015. Posted: 1/20/2015; jobs.bnsf.com.

On January 21st TriMet ran the first electrified MAX train across the new Tilikum Crossing bridge. The train ran from the Lincoln/SW Fourth Avenue station over the bridge to the OMSI/SE Water Avenue station and back, four times. During the testing, crews stopped the train frequently to take measurements, conduct readings and make adjustments if necessary. Following the August 9th Portland Bridge Pedal, the bridge will be open to the pedestrians and other cyclists in the afternoon. **OregonLive 1/21/2015.**



In Remembrance of Michael D. Gelhaus

October 27, 1949 – November 29, 2014



Mike, left, explaining the history of one of his Northern Pacific dome railcars

Mike passed away at his home in Spokane, Washington on November 29, 2014.

Mike began his railroad career with a summer job with the Northern Pacific Railway, working as an assistant to the agent at the Rosalia depot. Mike attended Spokane Falls Community College, graduating with a degree in business. He hired on with Burlington Northern Railroad in the early 1970's as a "hostler" in the yards at Hillyard and eventually became a locomotive engineer with BN, working with the company for nearly 35 years. Mike was best known for his love for and fascination of trains, not only as a career, but also as a devoted hobby and pastime. Mike was known for his extensive model train collection, an interest that captivated him for his entire life.

He was also an accomplished rail photographer, winning a spot on four editions of Burlington Northern's employee photo calendar contest. Mike traveled by train at every opportunity, often to attend railroad memorabilia trade shows in the mid-west and on the east coast. Though he loved trains of all sorts, his true passion was centered on Northern Pacific's flagship passenger train, the North Coast Limited.

Mike travelled on this train in the 1970s, photographing it countless times, documenting the historic period of transition resulting in today's Amtrak. In the 1980s, he began to develop and pursue his idea of preserving a moment in time from the era of the great American trans-continental passenger train. This idea resulted in an ambitious effort of reuniting and restoring a completed set of North Coast Limited

passenger cars, which he strived to accomplish for over 30 years. Mike hosted an annual open house to show off his collection of rail cars, inviting attendees to see and touch a piece of American rail history.

A memorial service was held on December 12th at the South Hill Bible Church in Spokane; a private burial proceeded at the Rosalia IOOF Evergreen Cemetery in Rosalia, Washington.

The above information extracted from Mike's obituary published in the Spokesman Review 12/7/2014.



NP Travellers Rest No. 496

Ron McCoy adds: I'm sad to hear of his death. Mike welcomed Christopher and me on Sunday, May 3, 2009. He was happy to help me photograph key parts of the St. Helens which were in the original configuration. I enjoyed hearing about his enthusiasm for the Northern Pacific's North Coast Limited, and memories of traveling on that famous train. Several of the cars in his collection were the actual cars he had ridden as a young man.

Included in Mike's eight vintage rail car collection are:

- NP Travellers Rest No. 496 (a sister to the Friends of SP4449 NP No. 498)
- SP&S Mount St. Helens No. 601 (the sister to PNWC Mount Hood SP&S No.600)



Mike Climbing Onboard

Article developed by Arlen L. Sheldrake. Photographs by Ron McCoy.

January Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on January 16, 2014

The January 2015 General meeting was called to order by President Keith Fleschner at 7:31pm. Two guests, Tom Marney and Betty Wolfenbarger were recognized and welcomed.

The December 2014 meeting minutes were called. Trent Stetz made a motion to approve the minutes and Mark Reynolds seconded. The membership voted to approve the minutes.

George Hickok gave the monthly Treasurers report and announced that all accounts balance. Bryan Ackler made a motion to accept the report and Roger Mattson seconded. The membership voted to accept the report.

Arlen Sheldrake reminded members that tomorrow, Saturday January 17, 2015, is the memorial service for long-time and esteemed chapter member Maxine Rodabaugh.

Ron McCoy then made the January presentation of the *UNsung HERO* award to Karl Wescott. Mr Wescott was not present to accept the award so it will be forwarded to him.



Ken Vannice
(Wearing his
Chapter Vest)

Ken Vannice announced that he brought several books from our library this evening covering the topic of rail cars since that is the program topic.

Alfred Mullett announced that through a friend he is acquiring an Portland Terminal logo on an enameled steel plate for loan to display at the Oregon Rail Heritage Center, similar to the ones which were on the side of the Portland Terminal S2 locomotive at Antique Powerland.

George Hickok reported that the chapter has been contacted by Mr. Rick Franklin of the Albany and Eastern Railroad who wishes to lease several railcars, one of which belongs to the Chapter, for excursion work this year. More information and much discussion will be done before a decision can be made.

Ron McCoy announced that Alfred Mullett made a presentation in Beaverton on the Portland Terminal Railroad, Oregon Electric Railroad and the Red Electric which was very well received, and he will be giving another presentation in Tualatin at a future date on the same topic.

Jean Hickok reported that she has several more chapter vests that can be purchased.



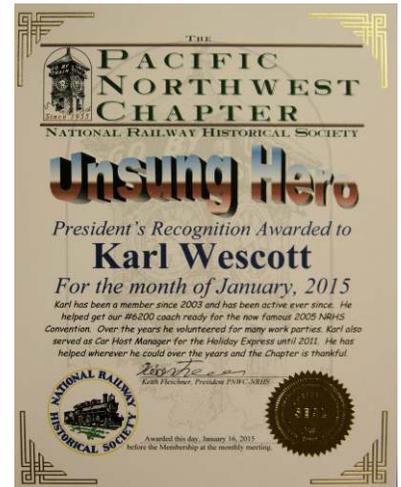
Jean and Marge Provided the Snacks

The meeting was adjourned at 7:57pm.

Snack time was provided by Jean Hickok, again, Thank you Jean and your helpers.

The program for the evening was presented by Keith Fleschner. He gave a description of the railcars that the chapter owns and reported

on the condition of each. The question presented was, what cars do we want to keep, what will we do with them and which should be discarded. This was presented as an open question and discussion will continue for months to come.



Keith Fleschner Provided the Program

Respectfully submitted by Jim Hokinson, Secretary.

Photos by Jim Hokinson
and Trent Stetz

Transformer Move



On December 15th and 16th **Albany & Eastern Railroad** did a special move of a transformer from Albany to the Bonneville Power Administration Substation near Lyons, Oregon. The locomotive that did the move on the 16th from Lebanon to the substation was AERC 2501, a GP35E built in 1963. She is ex-Willamette Valley 2501, ex-SP GP38, 6303, ex-SP 6524, nee-SP 7412. Her usual beat is the weekly Lebanon to Mill City turn. She often overnights a couple of days while the cars she brings are loaded in Mill City. The log car was included in the consist with the four-truck flatcar to distribute the weight while transiting the shortline bridges and trestles. Photo and text by Marty Bernard who graciously agreed to this publication. Marty originally published this information in Trainorders.com on 12/16/2014.



Bill of Lading

Shop Goat for Brooklyn.....	Page 1
Pedestrian Bridge.....	Page 2
In Remembrance of Maxine Rodabaugh.....	Page 3
Brooklyn Roundhouse Beams	Page 4
Keddie Wye	Page 4
PNW Shortlines.....	Page 5
In Remembrance of Mike Gelhaus.....	Page 9
Chapter Meeting Minutes	Page 10
Move on the Albany and Eastern.....	Page 11
Officers, Committees & Contacts.....	Page 11
Calendar	Page 12
Mission Statement.....	Page 12

Chapter Officers

President	Keith Fleschner	503.516.9272
Vice President	Mark Reynolds	503.638.7411
Treasurer	George Hickok	503.649.5762
Secretary	Jim Hokinson	503.635.4826
National Rep.	Al Baker	503.645.9079

Chapter Directors-at-Large

Phil Barney	2013-2015	503.706.0498
Ken Vannice	2013-2015	503.244.8732
Bryan Ackler	2015-2017	503.246.2165
David Cautley	2015-2017	503.631.7516
Jean Hickok	2014-2016	503.649.5762
Trent Stetz	2014-2016	503.643.1494

Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	William Hyde	503.666.5530
Auditor	Bob McCoy	360.459.3251
Car Host	Mark Reynolds	503.638.7411
Concessions	Vacant	
Chapter Rep., Oregon Rail Heritage Foundation		
	Keith Fleschner	503.516.9272
Chapter Home	George Hickok	503.649.5762
Elections	Jim Loomis	503.253.3926
Excursions	Jim Long	503.313.7382
Flanger Restoration	Phil Barney	503.706.0498
Library	Ken Vannice	503.244.8732
Meeting Programs	Al Baker	503.645.9079
Membership	Diana Mack	503.723.3345
Rolling Stock	George Hickok	503.649.5762
	Keith Fleschner	503.516.9272
Chief Mech. Officer	Peter Rodabaugh	503.701.7040
Car Rental Agt.	Bob Jackson	503.231.4808
Safety Officer	Keith Fleschner	503.516.9272
S-2 Restoration	Mark Reynolds	503.638.7411
Webmasters	Jim Long	503.313.7382
	Mark Whitson	503.533.7005

Printed in the USA

The Trainmaster is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Articles which appear in *The Trainmaster* do not express the official position of the organization on any subject unless specifically noted as such.



Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source, except in cases where the article originated in a third party publication and special permission was given to *The Trainmaster* to print the article here. Please address contributions and correspondence to:

Attn: *The Trainmaster* Editor
 PNWC-NRHS, Union Station, 800 NW 6th Ave Rm 1
 Portland OR 97209-3794
 Voice: 503.226.6747 Fax: 503.230.0572
 Chapter email: pnwc@pnwc-nrhs.org
The Trainmaster email: trainmaster@pnwc-nrhs.org
 Website: <http://www.pnwc-nrhs.org>
 ISSN: 0041-0926

Editor	Trent Stetz	503.643.1494
Circulation	George Hickok	503.649.5762
Mailing/Distribution	Jean Hickok	503.649.5762
	George Hickok	503.649.5762
TM Liaison/Reporter	Arlen Sheldrake	503.351.9881



PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 631

Membership Meetings: St. Mark's Lutheran Church, 5415 SE Powell Blvd. 7:30 pm
(Guests Most Welcome!)

- February 20:** *Portland & Beaverton Area Railroad History*, by Alfred Mullett. The presentation will cover the history of railroads into the Portland area, and the Beaverton area in particular.
- March 20:** *Railroads of New Zealand*, Doug Auburg takes us on one of his journey riding and photographing trains.
- April 17:** Video: *America & the Passenger Train*; Explores America's passenger trains from the 1830's thru the 1900's. At one time, America's passenger trains set the standard for rail passenger service in the world. Famous trains like the 20th Century Limited, Super Chief, California Zephyr, and Daylight, are profiled in this program.

Forward program ideas to Al Baker, 503.645.9079 or albaker33@comcast.net

Board of Director's Meetings: February 12, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm
March 12, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm
(Open to all Chapter Members. Note address for Board meetings; follow instructions posted on the door for entry.)

NOTABLE NON-CHAPTER EVENTS:

- Jan. – Nov. *Portland Train Rides*, every Sat., Oregon Rail Heritage Center, www.portlandtrainrides.com
- Jan. 31 *SP&S: Northwest's Own Railway exhibit opens*, Vancouver Amtrak Depot, www.cchmuseum.org
- Feb. 14 *Valentines Day Special*, Oregon Coast Scenic Railroad, Garibaldi OR, www.oregoncoastscenic.org
- Feb. 14 *Valentine's Express*, Mount Rainier Scenic Railroad, Elbe WA, www.mrsr.com
- Feb. 14 *SP&S Historical Society Swapmeet*, 9:30-2:30, Holiday Inn-Portland Airport, www.spsr.org
- Mar. 14 *WINTERAIL 2015*, Stockton CA, winterail.com
- April 4 *Bunny Express*, Mount Rainier Scenic Railroad, Elbe WA, www.mrsr.com
- May *Willamette Shore Trolley*, resumes service, Lake Oswego boarding, oerhs.org/wst
- May 10 *Mother's Day Brunch*, Eagle Cap Excursion Train, Elgin OR, eaglecaptrainrides.com
- May 26 – June 1 *Portland Wine & Roses Train*, LA-Portland roundtrip, www.larail.com / 877-452-7245
- May 1 – October 15 *Northern Pacific Railway Museum* open, Toppenish WA, www.nprymuseum.org
- June 4-7 *Union Pacific Historical Society Convention*, Omaha NE, uphs.org
- June 4-10, *Portland Wine & Roses Train*, Los Angeles-Portland roundtrip, www.larail.com / 877-452-7245
- June 14-21 *NRHS 2015 Convention*, Rutland VT, www.nrhs.com
- June 18-21 *Milwaukee Road Historical Association Annual Convention*, Yakima WA, www.mrha.com
- June 27-28 *Pacific Northwest Live Steamers Meet*, Molalla Train Park, www.pnls.org
- July 15-18 *Northern Pacific Railroad Historical Assn. Convention*, Fargo ND, www.nprha.org
- July 18-19 *Clamshell Railroad Days*, Ilwaco, WA, columbiapacificheritagemuseum.com
- July 18-19 *Pacific Northwest Live Steamers Ramble*, Molalla Train Park, www.pnls.org
- July 18-22 *Great Northern Railway Historical Society Convention*, Minneapolis MN, www.gnrhs.org
- July 25-26 *Down River Days*, Pend Oreille Valley Railroad, Ione WA, www.lionstrainrides.com
- July 25-26 *Great Oregon Steam-Up*, Antique Powerland, Brooks, OR, www.antiquepowerland.com
- Aug 1-2 *Great Oregon Steam-Up*, Antique Powerland, Brooks, OR, www.antiquepowerland.com
- August 23-30 *Portland Daylight Express*, The NMRA annual convention in Portland, www.nmra2015portland.org



PNWC – NRHS MISSION

To preserve and interpret Pacific Northwest railroad history and historical artifacts for the education and enjoyment of current and future generations.